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also quality.It will cost but a short space of
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Dining Room
Extension
Tables,
Parlor Chairs,And you will be convinced that
you are getting an Al bargain in
every article of furniture you
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repairing and upholstering you
don't know what old furniture
looks like after it has passed
through our hands.

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A Man's Home
is His CastleWhy don't you own a castle?
Perhaps you have never seriously
considered the idea.If this is true, now is the time to
investigate.Investigation is pretty sure to be
followed by investment.Let me talk to you about our
helpful plan for home-makers.Independence
Park Lots

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CROSS AND BLACKWELL'S
Pickles and
Chow-Chow.

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Regular Price, 40c.

ORDER NOW, WHILE THE STOCK
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Gold and SilversmithsFINE WATCH REPAIRING, EN-
GRAVING AND DIAMOND SETTING
All Goods and Work Guaranteed.
HOTEL STREET.

NEWS OF THE WATERFRONT

Will Carry Mail
For Uncle
Sam.WASHINGTON, D. C., April 1.—
The Hawaiian Navigation Co.,
Ltd., of Honolulu, A. A. Young,
president, has been awarded the con-
tract, and orders have been issued by
Postmaster General Smith establishing
a steamboat mail service between Ho-
nolulu and points in the Territory of
Hawaii.The mails, according to the terms in
the contract, must be carried in safe
and suitable steamboats, as often as
steamers may run at irregular inter-
vals. The agreement is binding from
April 1, 1901, to March 31, 1902, and
the service is to extend between Ho-
nolulu and any points on the Island of
Kauai and return, and between Ho-
nolulu and any points on the Islands
Molokai, Lanai, Maui and Hawaii. This
service is to be known as Route
80,092.Another contract was awarded to the
same firm whereby they are directed
to carry the mails three times a
month, and by a schedule of regular
sailing dates satisfactory to the Post-
office Department of not to exceed
ninety-one hours running time between
Honolulu, Island of Oahu, by Lahaina,
Kihel, Makena, Island of Maui; Ka-
waihae, Kailua, Keauhou, Napoohoo
and Hookena, to Hoopuloa, on the out-
ward trip, or ninety-six hours on the
inward trip. This agreement is to op-
erate from April 1, 1901, to March 31,
1902, and the contractor is to notify
postmasters by telephone of arrival at
landings. This service is to be known
as Route 80,093.

Pilot Freeman's Return.

Pilot Freeman's anxiety to get back
to the Golden Gate has resulted in an
account of his home coming being
transmitted to Washington by the San
Francisco customs officials, who do not
sympathize with his homesick feeling,
and are intent on entangling his return
trip with federal regulations. Free-
man was carried to sea on the steam-
ship Sierra, as the weather was too
rough to put him off after piloting her
clear of the coast. The first vessel that
sailed from Honolulu for San Fran-
cisco after he reached here was the
Gaelic, of British register, and
rather than violate the provisions pro-
hibiting vessels of foreign registry
from doing a "coastwise" business the
captain refused to help the anxious pi-
lot out of his difficulties. While the
latter waited, fuming at the act of
Congress which annexed the Hawaiian
Islands to the Pacific Coast line of the
United States the Hongkong Maru
came into port bound for San Fran-
cisco, and the captain proved more
tender-hearted than the master of the
Gaelic, for he took Freeman aboard. In
defense he told the customs officers on
arriving at this port that he had a
contract with the Japanese line by
which he was virtually on duty from
the time he left Honolulu, although
his name did not appear on the ship's
articles, and as a State officer his
jurisdiction does not extend beyond
the coast waters of California.

Ex-Transport Tartar Damaged.

The ex-transport Tartar is in trouble
again. While she was under charter
to Uncle Sam there were several pro-
tests from the soldiers who were car-
ried to and from Manila in her. On
one occasion there was almost a mu-
tiny on board and the steamship was
tied up for several days at Nagasaki.
When released by the government
the Tartar went to Puget Sound, and
has since been running between Ta-
coma and the Orient. She has had sev-
eral close calls, but during the last few
weeks has met with an accident that
will keep her out of Pacific Coast wa-
ters for many months to come.
The Tartar sailed from Tacoma on
March 5 with a general cargo. She
reached Nagasaki all right, but after
leaving there for Hongkong she ran
into an ice-floe and was badly crushed.
The dispatches say her plates were
bent and cracked, and her deck beams
were started and twisted. No word
is said about the crew and passengers,
but if the accident was sufficient to
crack the steel plates they must have
had a lively time of it. The Tartar is
a British vessel, and is commanded by
Captain Pybus, the same master who
had her when she was a transport.

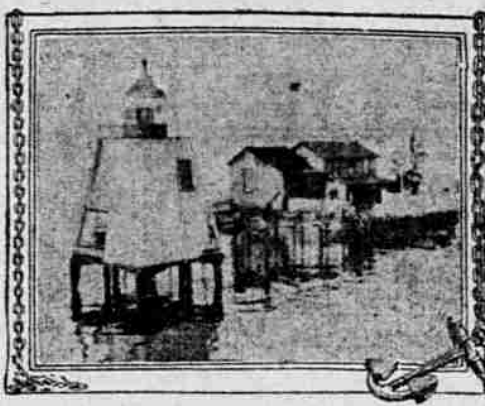
Movements of Transports.

For the next two or three weeks the
transport officials at San Francisco
will have a busy time of it. Over 6,000
men are scheduled to arrive there from
the Philippines, and about 3,000 will de-
part from the transport wharf. The
Aztec sailed on the 6th instant with 472
horses, the Ohio on the 13th instant
with 750 soldiers, the Logan sails on
the 15th instant with 1,200, and the
Warren on the 20th with 1,000 men.
Among the vessels expected at San
Francisco during the next two weeks
are the Thomas, which left Nagasaki
on the 24th, and Rosecrans, on the
25th, with the Twenty-eighth and the
Thirty-fifth Infantry; the Grant, which
left Nagasaki on March 30 with the
Twenty-ninth and Thirty-second In-
fantry; Company F of the Twenty-
sixth Infantry, and 128 sick soldiers,
and the Sheridan, which has sailed
from Manila with the Forty-fifth and
Forty-sixth Infantry. All of these men
will probably be in camp when Presi-
dent McKinley pays California his
visit.

The Hawaiian at Frisco.

The American-Hawaiian Steamship
Company's Hawaiian arrived at San
Francisco from New York on the 4th
instant. She brought no passengers,
but an enormous cargo. After dis-
charging the Hawaiian will come to
Honolulu to load sugar for the East.
Captain Banfield, who commands the
Hawaiian on her maiden voyage, is
well known in the New York-San
Francisco trade, having been master
of the bark St. James and ship Ed-
ward O'Brien.The Hawaiian left New York sixty-
eight days ago, and had an uneventful
voyage. She arrived at St. Lucia on
February 3, and after coaling sailed
again the next day. There were no
incidents passing through the Straits
of Magellan, and on March 8 Corone-
l was reached. After a stop of two
days the big freighter was headed for
San Francisco, arriving as above.

Rio de Janeiro Explosion.

One of two pieces of flotsam from the
wreck of the ill-fated steamer Rio de
Janeiro that were picked up on the bay
shore at the foot of McPherson street,Alameda, on the 4th instant, is cal-
culated to bear out the theory that
the boilers of the ship exploded just
as she took the final plunge beneath
the waves. It is a calling-card plate
bearing the name of Miss Rowena
Jehu, one of the victims of the wreck,
that is firmly imbedded in the piece
of wood that has kept it afloat these
many days, showing that it must have
been driven into the timber by some
explosive force.The flotsam was found by Mrs. Jose-
ph Boles, a Portuguese washerwoman.

The Kinau From Hilo.

The steamer Kinau, Captain Free-
man, arrived from Hilo and way ports
on Saturday with the following pas-
sengers: W. H. Cornwell, T. C. Wall,
F. J. Cross, H. H. Kohler, D. Madden,
Professor Henshaw, George J. Moore,
L. Plate, C. Wentzel, A. T. Hambley,
R. W. McCloud, J. S. Canario Jr., A.
M. Walcott, E. E. Lyman, A. von Sen-
den, W. Thompson, Rev. Ueda, wife
and two children; Y. Hamada, Miss
Okamoto, Miss M. Meine, Miss G.
Meine, George Dunn, G. B. Rice, H. L.
Hilstein, Adam Lindsay, George U.
Hind, L. A. Bartlett, J. A. Lyle, Bish-
op Willis, Rev. Kong Tin Yet, Alex.
Emerson, W. J. Lowrie and son, Ena-
moto, H. Gravenmeyer, George Groves,
Mrs. Wake, Hon. S. Kawahoa, Mrs.
M. C. Wagner, T. E. Richardson, C.
Serlingour, C. T. Bush, W. Kahaole-
nui, Gus Trisnles, Albert Todd, Mrs.
C. Amow and four children, and ninety
deck passengers.The Kinau brought the following
cargo: 211 sheep, 10 cords of wood, 83
hides, 3 cows, 66 hogs, 70 sacks of taro,
20 sacks of corn and 220 packages of
sundries.

The Claudine From Kahului.

Early yesterday morning Wilder's
steamer Claudine, Captain Parker, ar-
rived from Kahului and way ports
with the following passengers and
freight. Passengers: H. P. Baldwin,
J. A. Tutill, George S. Garnett, Mrs.
H. A. Wharton, Miss Durant, Miss E.
Scobey, Mrs. W. F. Mossman, K. S.
Jordan, F. S. Dunn, Miss Edwards,
Miss K. Pia, Mrs. Pupuh, A. Enos
and son, D. K. Kahaulele, W. White,
L. M. Vellesen, A. J. Storm, Master
Zeigler, George H. Dunn and son, Miss
Mossler, C. G. Marion, J. K. Josepa,
W. B. Patterson, W. H. Shirley, C. E.
Haynes, George H. Bauer, Mr. Kobay-
ashi and wife, Mrs. J. A. Sylva, Mrs.
E. Jackson, J. T. Aluli, wife and son;
Brother Bertram, Rev. S. Kapu, Wong
Chong, Rev. T. Gomi, Miss Kaiwalea,
Miss L. Pupuh, and forty-nine deck
passengers.Cargo, 2,450 sacks of sugar, 165 sacks
of corn, 20 sacks of taro, 32 hogs, 8
horses and 78 packages of sundries.

W. G. Hall From Kauai.

Yesterday morning the steamer W.
G. Hall arrived from Nawiliwili, bring-
ing 6,150 bags of sugar for H. Hack-
feldt & Co., 4 horses, 8 mules, 66 pack-
ages of sundries, and the following
passengers: W. H. Rice Sr., Misses
Wilcox, Cameron, Sorenson, Tanner,
Kellner, H. Poo, Messrs. Wishard,
Black, Kahibaum, Longton, Buck, Wa-
loho, Kalaina, Tanaka, Masuda, Kee
Chong, Wa Sung, Sumamoto, Mrs. J.
H. Cummings, Mrs. R. Pountain, Cap-
tain Maxwell, Mrs. Darnert, Abana and
wife, W. G. Irwin, J. Santos, Mr. Pur-
vis and wife, and thirty-nine deck.The steamer Mikahala, arriving in
the morning from Makawili, brought
5,000 bags of sugar for Alexander &
Baldwin, and the following passen-
gers: Francis Gay, H. P. Fay, wife,
children and nurse, Mrs. H. W.
Adams, Mrs. R. W. R. King, E. K.
Bull, Guy Owens, J. L. Buchanan, A.
Johnson, C. A. Johnson, S. Watson,
Mrs. Johnston, Miss Lindsay and sev-
enteen deck.Wailaleale, from Wailalea,
brought 3,000 bags of sugar and four
deck passengers.

Schooner Foster May be Chartered.

There is a possibility of the Ameri-
can schooner Mary E. Foster, now in
this port from the Coast, being char-
tered as a quarantine vessel for the
use of the troops and passengers
aboard the transport Kilpatrick while
the latter vessel is being fumigated.The Foster is a four-masted schooner
of 329 tons, and can accommodate all
the soldiers belonging to the transport,
using her decks and "tween decks."
Major Robinson says that he can se-
cure her at the rate of \$250 per day.
Whether the Foster will be put to this
use, or whether the transport will pro-
ceed to Manila without fumigation
has not yet been decided. Then, again,
the troops may go to Quarantine Is-
land. In the event of their going on
the Foster, the schooner would be
quarantined.

Alameda's Huge Boilers.

Two ninety-ton boilers and one of
eighty tons are to be placed in the
steamer Alameda next week. They
have just been completed at the Ris-
don Iron Works, and the work of
transporting them from the plant to
the Alameda, lying off the Potrero,
San Francisco, will be an interesting
task. The huge boilers may be dump-
ed in the bay and floated to the Ala-
ameda, a method that is in vogue in
other ports, or may be transported on
big barges.

Sugar on Hawaii.

When the Kinau sailed from Hilo
the following sugar awaited shipment
on the Big Island: Waiakea, 7,000;
H. P. S. M., 1,500; Wainaku, 4,700; Ono-
mea, 16,000; Pepeekeo, 8,500; Honou-
mua, 8,000; Hakulau, 12,000; Papa'aoa, 17,000;
Okala, 5,500; Kukaia, 10,000; Hama-
kua, 2,000; Pauhaui, 13,000; Honoka-
a, 19,000; Kukuhale, 6,000; Punaluu, 11,
000; Honoupa, 5,295. Total, 146,495.

Mahukona Shipping.

Arrived—April 12, schr. O. M. Kel-
logg, Sverson, fourteen days from San
Francisco; general merchandise for
Hawaii Railway Co., Ltd.Departed—April 9th, brig Galilee,
Densmore, for San Francisco; cargo,
1,152,144 pounds sugar, value \$41,012.49;
8,200 pounds coffee, \$820, and 230 hides,
\$588. Total value, \$42,420.49.

Left for the Colonies.

Those who sailed for the Colonies on
the Mowera on Saturday were as fol-
lows: Mrs. Berlowitz, Mrs. R. A. Jordan,
Sydney Blackman, J. L. Lucka-
more.Seven Vessels In
From the
Coast.DURING Saturday and Sunday
seven vessels arrived at this
port from the Coast. Of this
number four came in on Saturday, the
others arriving yesterday.Three of Saturday's arrivals were
steamships, two passenger boats and
a United States transport.The Mariposa, the Mowera and the
Kilpatrick lay off the harbor when
daylight came. The Mariposa came
from San Francisco with passengers
and freight for this port. She sailed
from Frisco on the 6th instant, about
3 o'clock in the afternoon, making the
run in 6 days, 14 hours and 15 min-
utes. She returns to the Coast on
Wednesday.The Mowera came from Vancouver
and Victoria. She had many passen-
gers, most of whom were for Austr-
alia. She sailed from Vancouver on the
5th instant at 10:40 a. m., and Victoria
at 9:35 p. m. on the same day. She
passed the Aorangi on the 11th.Promptly at noon on the 5th instant
the Kilpatrick sailed from the wharf at
San Francisco for Manila, via this
port. On board are 5 officers and 319
men, constituting the field staff, head-
quarters and band of the Eleventh In-
fantry; 1 officer and 97 men, compris-
ing Troop G of the Fifteenth Cavalry;
5 officers and 271 men of the First In-
fantry, 2 officers and 150 men of the
Tenth Infantry, 4 army surgeons, 7
men of the Hospital Corps, 1 army
captain, 2 male civilians, 20 female
civilians, 14 children, and 570 tons of
freight. Among the passengers are:
Mrs. Zauner, wife of Surgeon R. H.
Zauner, and three children; Mrs. Pot-
ter, wife of Chaplain J. A. Potter;
Mrs. Whitney, wife of Major Whitney
of the medical corps; Mrs. Emden, wife
of Victor Emden, clerk; Mrs. Peed,
wife of Captain H. A. Peed; Mrs.
Jones, wife of Lieutenant C. M. Jones;
Mrs. Clifford, wife of C. G. Clifford,
clerk; Mrs. Franklin, wife of Captain
T. Franklin, child and sister; Mrs.
Melwick, wife of Captain E. A. Mel-
wick of the Tenth Infantry; Mrs.
Bernhardt, wife of Chaplain Charles
Bernhardt of the Tenth Infantry; Mrs.
Long, wife of Sergeant Long of Com-
pany A of the Tenth Infantry; Mrs.
Jackson, wife of Captain T. T. Jack-
son, assistant surgeon; Mrs. Goldman,
wife of Captain J. H. Goldman of the
Thirty-second Infantry, and two child-
ren; Mrs. Otis, wife of Lieutenant F.
F. Otis, and three children; Miss Es-
telle Hine and Miss Edith Richmond,
contract nurses.During the voyage from the Coast
smallpox broke out among the soldiers
aboard. The transport now lies out-
side of the harbor in quarantine, and
will not be permitted to enter. The
smallpox patients have been removed
to the quarantine station, and the ves-
sel will be fumigated before proceed-
ing to Manila.The American barkentine Kilikat
also arrived on Saturday. She is from
the Sound with lumber. Captain Cut-
ler is her commander.The three vessels which arrived yes-
terday were the American ship, S. D.
Carleton, Captain Amesbury, eighteen
days from Tacoma with coal; the Am-
erican schooner Jessie Minor, Captain
Whitney, seventeen days from Eureka,
and the American bark Diamond Head,
sixteen days from San Francisco.

May Compete With America.

An English shipbuilding company is
reported to have purchased Petty's Is-
land, and one-half mile from Cramp's ship-
yard, with the object of establishing
one of the largest shipbuilding plants
in the world. The island embraces
about 300 acres, and has long been re-
garded as an ideal spot for a ship-
building plant. Charles B. Stricker, of
New York, who is said to represent
Vickers, Son & Maxim, was the pur-
chaser.

Turkish Transport Wrecked.

The Turkish transport Aslan has
been wrecked near Yembo. Twenty
soldiers were drowned.TO THOSE ON THE
OTHER ISLANDS.

"ARABIC"

Will cool Iron Roofs 15 degrees, pre-
vent rust, preserve the iron, and where
the water is used from the roof it is
improved, as there is no taste of the
iron. "Arabic" can be put on the inside
and outside of Iron Water Tanks, mak-
ing the water cool and pure. "Arabic"
cannot be used on Wood or Paint.California Feed Co.,
LIMITED.

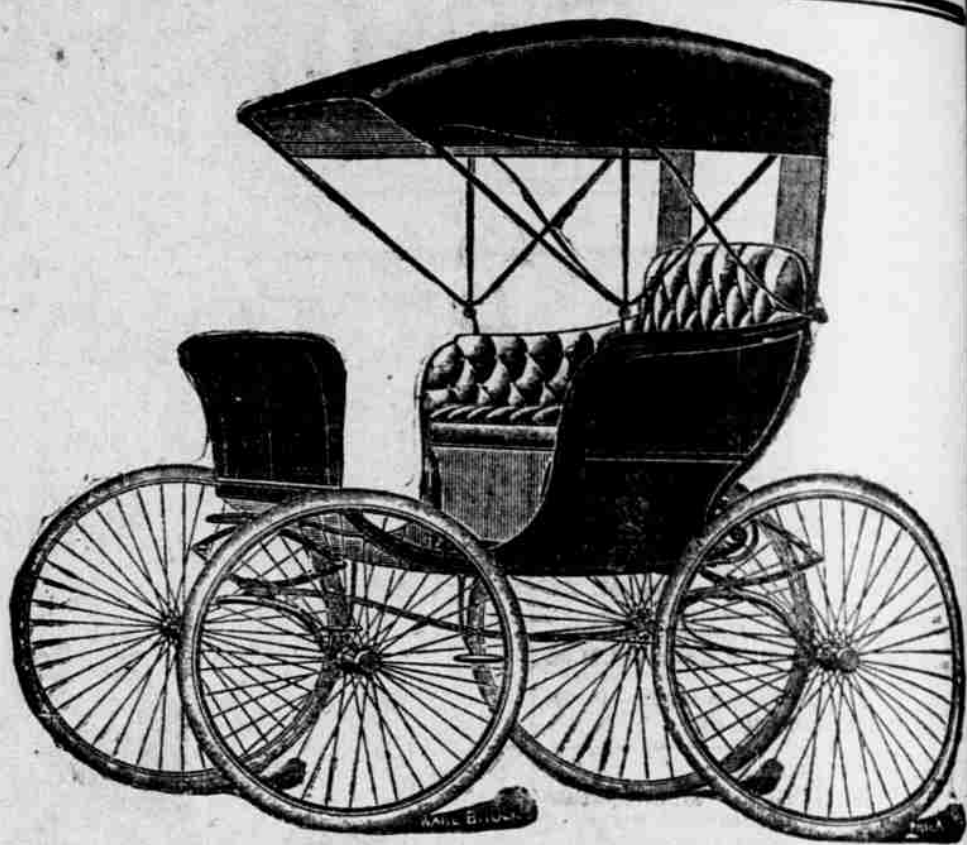
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A COMPLETE LINE OF

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TELEPHONE 304.JOHN A. ROEBLING'S SONS
& CO.
Galvanized wire hoisting rope,
chute landing cables and
steam plough cables.
TUBES, CORDAGE COMPANY,
HARTMANN'S RATJEN'S
Paint for iron ships.
WOOLSEY'S AND TARR
AND WILSON'S copper
paint for wooden vessels.
BOSTON & LOCKPORT
BLOCK CO. pulley blocks.WE HAVE in stock a few NEW PHÆTONS, BUG-
GIES and WAGONS that are slightly damaged
from transportation and shop worn.To make room for new goods about to arrive we will
sell these at a great sacrifice.

No reasonable offer will be refused.

Call at once and take advantage of this opportunity
to get a good carriage at a very low price.Pacific Vehicle & Supply
COMPANY

BERETANIA ST., NEAR FORT.

IMPORTANT TO



Horsemen

Wilbur's White Rock Hoof Packing

A natural rock that will absorb four times its weight of water, making
a soft, yellow paste. It is cold and moist to the sole and frog of the foot,
replaces the natural moisture and penetrates into the foot, making it
tough and healthy.

Wilbur's Seed Meal

For horses off their feed or in poor, thin condition that needs improv-
ing. One pound lasts a horse sixteen days if fed according to directions.

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Manufacturing Harness Co.

Importers and Manufacturers of

Fine High Grade Harness

Large assortment on hand and made to order.

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Fresh Meats and Fish by Every Steamer

From the Coast That Has Cold Storage.

Choice Beef, Veal, Mutton,
Lamb and Pork.

ALWAYS ON HAND.

ALSO POULTRY, SALMON AND HALIBUT.

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THE METROPOLITAN MARKET, King Street, Telephone 44
THE BOOTH, FISHMARKET, Telephone 379.
CENTRAL MARKET, Nuuanu Street, Telephone 184.FONTELLA
Largest, and Most Satisfactory

CIGAR

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A Long Smoke for a Nickle

ON SALE AT Hawaiian Tobacco Co.'s Stores.